

U.S. DEPARTMENT OF TRANSPORTATION
RECEIVED
07 NOV 23 AM 9:10

Re: NPRM Secure Flight Program / Docket No. TSA-2007-28572

Korean Air submits these comments in response to the Notice of Proposed Rulemaking (NPRM) issued by the Department of Homeland Security, Transportation Security Administration in the referenced proceeding, in the Federal Register on 23 August 2007.

Proposed 72-hour data transmission requirement

Under the Secure Flight proposed rule, covered aircraft operators would be required to transmit SFPD (Secure Flight Passenger Data) to TSA approximately 72 hours prior to scheduled flight departure time. The main reason of 72 hour requirement is to have sufficient time to conduct watch list matching by TSA. Even matching from TSA is finished 72 hours before scheduled flight, this result can be changed. Since referring to No Fly/Selectee procedures (EA 1546-01-17D, EA 1546-01-18E), air carrier must use the most recently issued No Fly/Selectee List within 24 hours of receipt. 24 hours before departure transmission would be a best time to review and conduct.

60 Days Implementation from Effective Date of Final Rule

The NPRM states that it requires most of the provisions will become effective 60 days following final adoption of the rule. Even assuming we prepare all our best, it is not a sufficient time. Air carriers are required to develop IT-based reservation system, DCS system and train all the related staffs. We assume that all the preparations to implement needs at least six months. This is the key that Secure Flight Program is closely related to APIS Pre-Departure; air carrier should develop these two programmes harmoniously.

Non-traveling individual

For non-traveling individuals authorized to enter the sterile area of an airport to escort a passenger or for some other purpose approved by TSA would also be matched against the watch list by TSA prior to receiving a gate pass.

The NPRM implies that carriers should send data and receive approval. If carriers make this system, it is a totally different system of passengers. Non-travelers do not have any itinerary or schedule; this system concept is quite new. In addition, sterile area of the airport is not within the control of the carriers, but the airport authorities. Airport authorities should make the gate pass system for control the access.

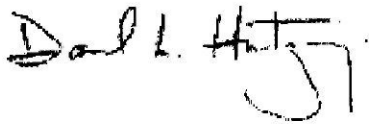
DHS Response

These days, CDC (The Centers for Disease Control and Prevention) often registers TB passengers or some passengers can be infected. Under Secure Flight program, if the lists are shared with DHS, DHS can give aircraft operator other distinct response. Then the responses prevent to confusion with No Fly (Inhibited); aircraft operators can handle them properly. If response would be different, air carrier prevent to infect with check-in staffs or passengers near them. Under the NPRM, DHS will return one of four results to the aircraft operator. The four possible boarding pass printing results are Cleared, Selectee, Inhibited and Error.

Proposed scope including overflights

Korean Air conducts watch list provided by TSA all the routes including arriving in or departing from the United States. Watch list is quite a confirmed source for us to secure the flights. Even the flight is not going to/from the United States; we have to keep all the flights securely. Unfortunately, Korea does not have any our own name lists. We strongly request to release your watch list to Korean Air or our government.

In conclusion, if Secure Flight Program Final Rules are published, its impact will be huge. Air carriers should require changing the current Departure Control system and reservation system also. DHS should allow an adequate lead-in time for such changes. Thanks for your kind attention on these matters.



David L. Huntzinger

Managing Vice President Safety, Security, and Compliance